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American Railway Transportation. By EMORY R. JOHNSON.
New York: D. Appleton & Co., 1903. 8vo, pp. 434.

American Railways. By EDWIN A. PRATT. London: Macmillan & Co., Limited, 1903. 8vo, pp. 309.

PROFESSOR JOHNSON'S book is the first attempt, since the publication of President Hadley's *Railroad Transportation* in 1885, to produce a complete treatise upon railways in the United States. It differs from Hadley's in giving less attention to European railways and more to the actual management and operation of our own, which makes it a better book for the general student. With varying success, practically every phase of the subject is covered. The book is divided into four parts, the first comprising the history and growth of the system, and a discussion of railway charters and the various phases of railway finance. The second part, most of which has not heretofore appeared in treatises of this character, describes the different services performed by the transportation agency, including freight, passenger, express, and mail, and gives a chapter to the organization of a road for business, and one to accounts and statistics. Part III, called "The Railways and the Public," traces the history and development of pools and traffic associations, discusses the theory of monopoly in the railway business, and the theory and practice of rate-making in this and foreign countries. Part IV, "The Railways and the State," is devoted to a history of public aid, a brief discussion of railway control in foreign countries, and railway regulation and taxation in the United States.

The historical and descriptive portions of the book are carefully done and are thoroughly satisfactory. This only increases the reader's disappointment when he reaches the theoretical chapters and those which attack the "problem." Here the language is frequently loose, and often obscure. Conclusions on disputed points are too often colorless, which is unsatisfactory to the general reader and a pedagogical mistake from the standpoint of the student. It is not altogether satisfying to be informed, for example, that "whether the monopoly power possessed by the railroads . . . is a greater one than is consistent with the welfare of the public is a question for the public to decide;" or again, in the treatment of the commission system of control, that "while the results accomplished are not fully satisfactory, the system has not been a failure."

The most disappointing chapter in the book is that on the theory

of rates. No discussion of the cost-of-service theory is complete, or even accurate, which neglects to take into account volume of traffic. One of the most serious difficulties in the adjustment of rates on the cost-of-service principle is the fact that cost is unknown until volume is ascertained, and volume is a constantly fluctuating factor. So evident is this that it is more nearly true that rates determine cost of service, rather than that cost of service determines rates. It would have added to the clearness of the discussion if there had been introduced at this point statements presented elsewhere in the book which show the small proportion of variable to fixed expenses, and the fact that expenses do not increase proportionately with length of haul. The author is in error in his attempt to draw a distinction between goods and passengers in treating of the ability of railways to fix their rates in advance. He is correct in saying that only by experiment can the value of passenger service be determined, and hence the rate. But it is equally true in freight traffic. To say, as the author does, that the excess in market value in one community over that in another indicates how much a railway *can* add to the value of a commodity is to transpose cause and effect. The higher price in the second market is due largely to transportation cost, and the height of this excess is a matter of experiment. The term "average value" used in this discussion is meaningless. It is a question whether "marginal value" would not be a more correct term. The proposal that rates should be determined more in accord with the tax principle, and should be based upon the value of the article transported rather than upon the value of the transportation service, is at first reading attractive. But a more careful consideration makes it clear that such a policy would not serve to promote industrial welfare, or the "socialization of rates" for which the author is contending. Rates must be charged in accordance with the sensitiveness of the demand for the article to accomplish the greatest industrial good, and there is no such close relationship between the sensitiveness of demand for goods and their cost-of-production value as the author would imply. As regards the application of this taxing principle, the author's position is not at all clear, but the impression left is that he is proposing the plan, in a somewhat hesitating manner, as a modification of the value-of-service principle, and would not favor its consistent and thorough application. The omission is to be noted of any reference to the "postal" theory, which is hardly warranted in any complete discussion of rate theories.

State railway commissions are well handled, but the conclusion will not be generally accepted that "the retention and statutory development of the state commissions by giving them uniform and, in case of several commissions, more adequate powers, seem justified by what has thus far been accomplished." The excesses of some of the mandatory commissions within the past few years should make the people cautious in strengthening the authority of state boards. The map accompanying this chapter is incorrect and needs revision. In the matter of federal regulation, the proposals for increasing the power of the commission are for the most part conservative, and have commended themselves in general to both shippers and carriers. They include inspection and auditing of railway accounts, the reliance by the courts for their facts in a case before them entirely upon the commission's findings, and the prescription of reasonable rates by the commission to become operative unless set aside by the courts upon petition of the carrier. No discussion of the arguments for or against the state ownership of railways is to be found in the book. This is the more surprising inasmuch as the rapid growth of the consolidation movement has brought the question again before the people as a practical proposition. In the treatment of this question in Prussia, the author has referred, apparently with approval, to the gratifying financial results of state ownership, with no reference to the fact that these results have been accomplished through a retention of high rates and a consequent check to a satisfactory industrial development. It would be interesting to know upon what grounds the author, in his treatment of the English colonies, bases his conclusion that "these colonial governments have an industrial character which well consists with the ownership and management of railways."

The value of the book is enhanced by useful bibliographies at the end of each chapter, and by a series of excellent illustrations and maps.

American Railways is the product of a four-months' trip through the United States by a staff correspondent of the *London Times*, and originally appeared in condensed form in that journal during the early part of 1903. In contrast to most of the studies of American railways that have appeared from England within the last few years, this book is not written by a British railway official. Through an outsider it was hoped to secure a less technical and less prejudiced

view of our transportation system, the purpose being to acquaint the English people with the general lines of development in the United States, and to point out differences of conditions, rather than to advise British railway managements of their shortcomings. The result is a book well worth examination by American readers. It sketches in a graphic manner the existing system throughout the country, with a sufficient description of industrial history and conditions in different sections to make clear the part which railways have played in our development. The author is struck, as are all European travelers, with "the odd admixture of the crude and the perfect" that prevails in the working of American railways—the grade crossings, lack of proper safeguards at stations, and the miserable station equipment except at terminals, lack of adequate fencing, imperfect systems of signaling or their total lack, and other deficiencies that suggest crudeness bordering on recklessness. The author recognizes fully the pioneer conditions under which American railways have been built and how for many years the policy of managements was necessarily a "policy of essentials." He is to be heartily commended for suggesting, only too politely, that possibly managements have used this argument too long in their own defense. Our ordinary "first-class" accommodations, happily called the "omnibus class," and our baggage-check system come in for their share of kindly criticism. It is interesting to observe that the rapid electrification of railways attracted attention, and suggested lines along which the English systems might develop; and, as usual, our labor-saving devices of all kinds in harbors, terminals, and elsewhere received generous commendation. The conclusion that "there is very little for either [England or America] to learn from the other" is simply another way of saying that each country is satisfied with what it has, for the discussion brings out a multitude of differences that would at least suggest that the experience of the one might be profitable to the other. We are as far behind England in the efficiency of our passenger service, considered as a whole, as England is behind us in the handling of freight traffic. From our standpoint, the author's conclusion would be more satisfying if we could be assured of his competence to judge of those technical details of operation in which, if anywhere, we claim superiority. Our confidence as to the author's competency in this regard is disturbed by his statement that there is little or no difference between English and American practice in the matter of ton-mile statistics, and by his

apparent unwillingness to go as far as some English railway managers have already done in the introduction of larger locomotives and cars.

But leaving aside the small portion of the volume devoted to a discussion of technical matters, we have an entertaining book, that enables us at the hands of a genial critic to see ourselves and our commonplace industrial life in a most gratifying and picturesque light.

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Artisans français. By FRANCOIS HUSSON. Paris: Marchal & Billard, 1902. *Les Serruriers*, 12mo, pp. 270; *Les Menuisiers*, pp. 275.

IN these volumes M. Husson traces the progress of the locksmith and of the joiner from earliest times to the present. He sketches briefly the primitive man who closed the opening to his hut with a rude door and fastened it with a thong, the workers in iron and wood among the Egyptians, Greeks, and Romans, and the artisan of the Merovingians. The value of the "studies" begins with the description of the workmen of these two trades—masters, apprentices, and journeymen—in the thirteenth century. Here the fortunes of these French workmen may be followed as they—like many of their fellow-laborers—related the unwritten laws of their trades to Etienne Boileau, the provost of Paris, and received them from his hands as the legal statutes of their corporations; as they petitioned successive kings for their revision and re-enactment; as they fought interminable legal battles with other trades over alleged encroachments upon their field of labor; as they struggled to meet the ever-increasing and arbitrary demands of the crown for money. In no circle of life is there a greater contrast between past and present conditions. Whether locksmith or joiner, the artisan of the Middle Ages was circumscribed at every point by the law. He could make only certain articles. He must make them as the law prescribed. He had to submit to inspection at unexpected hours by the wardens of his trade. If, through ignorance, carelessness, or fraud, his work fell short, he had to pay a fine, and perchance see his condemned lock broken, or his defective chair burned before his door. In some cases he was ordered to replace it at his own expense. He might